



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council

FROM: City Manager

MEETING DATE: April 20, 1988

AGENDA TITLE: Traffic Studies - Discussion and Appropriate Action

- a) Ham Lane and Kirkwood Drive, Intersection Study
- b) Oxford Way and Tejon Street at Lower Sacramento Frontage Road, Intersect; on Study
- c) School Street at Vine Street, Before and After Study

RECOMMENDED ACTION: That the City Council review the individual items listed below and adopt the appropriate resolutions.

<u>Item</u>	<u>Recommended Action</u>
a) <u>Ham Lane</u> and Kirkwood Drive	Approve the installation of a stop sign on Kirkwood Drive at <u>Ham Lane</u> and adopt resolution amending the Traffic Resolution (see Exhibit A)
b) Oxford Way and Tejon Street at Lower Sacramento Frontage Road	Approve two-way stop signs on Lower Sacramento Frontage Roads at Oxford <u>Way</u> and Tejon Street and adopt resolution amending the Traffic Resolution (see Exhibit B)
c) School Street at Vine Street	None; information only

BACKGROUND INFORMATION:

- a) Ham Lane and Kirkwood Drive - In response to a citizen request for a stop sign on Kirkwood Drive at Ham Lane, staff performed an intersection study. Currently, there are no controls at this intersection. Staff reviewed traffic counts and accident records and performed a safe approach study. There have been two accidents in the past three years; none in 1985, one in 1986, and one in 1987. Ham Lane and Kirkwood Drive have approximately 3,000 and 400 vehicles per day, respectively.

Based on the City's Intersection Control Guidelines and a safe approach study, a yield sign is justified on Kirkwood Drive at Ham Lane. However, staff recommends installing a stop sign. The majority of Lodi's four lane streets with traffic volumes greater than 2,000 vehicles per day are designated as through streets. The minor streets intersecting with through streets are controlled by stop signs. Staff feels a stop sign is more appropriate when the minor street intersects with a four-lane street.

APPROVED:


THOMAS A. PETERSON, City Manager

FILE NO.

CTRAFF12/TXTW.02M


April 12, 1988

Staff is also concerned about the students crossing Ham Lane in the school crosswalk south of Kirkwood Drive and the motorists turning right from Kirkwood Drive. The resident requesting the stop sign resides at the corner of Kirkwood Drive and Ham Lane. She has witnessed "near-misses" between pedestrians crossing Ham Lane and residents turning right from Kirkwood Drive. Staff feels a stop sign will improve this situation.

- b) Oxford Way and Tejon Street at Lower Sacramento Frontage Road - In reviewing the future Parkview Terrace access on Lower Sacramento Frontage Road, staff felt some type of control was needed at the Lower Sacramento Frontage Road and Oxford Way intersection. Nearly all of the City's four-way intersections are controlled by stop or yield signs. Staff felt it is appropriate to install stop signs rather than yield signs due to the close proximity and high speed traffic of Lower Sacramento Road. There has not been an accident problem at this intersection. Lower Sacramento Frontage Road and Oxford Way have daily traffic volumes of 100 and 650 vehicles per day, respectively.

Similarly, staff felt two-way stop signs on Lower Sacramento Frontage Road at Tejon Street are appropriate. There have been no accidents in 1985, 1986 and 1987. Lower Sacramento Frontage Road and Tejon Street have traffic volumes of 100 and 550 vehicles per day, respectively.

- c) School Street at Vine Street - See attached memo.



Jack L. Ronsko
Public Works Director

JLR/PJF/ma

Attachments

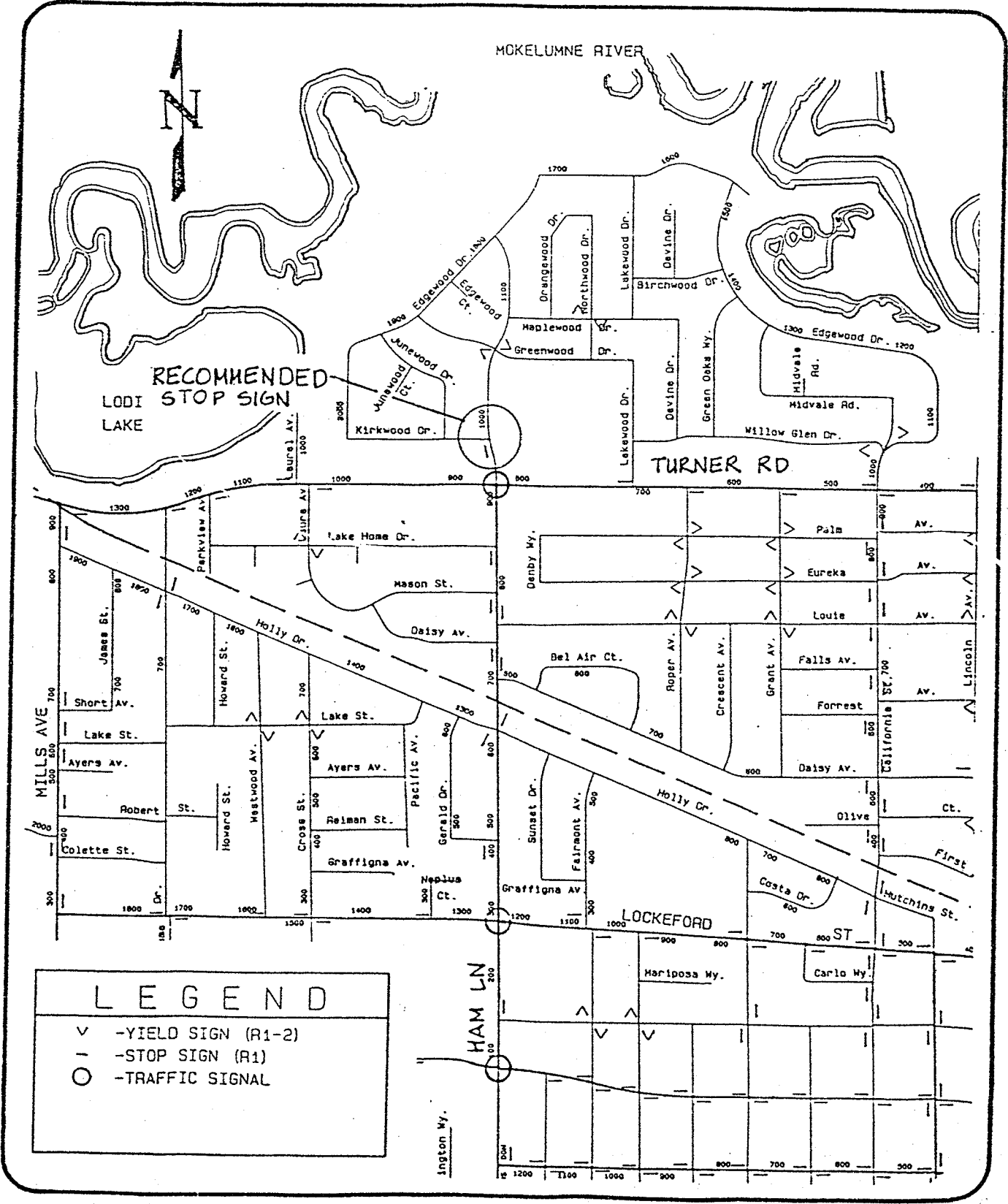
cc: Street Superintendent
Police Chief
Mrs. Baker



CITY OF LODI

PUBLIC WORKS DEPARTMENT

HAM LN AND KIRKWOOD DR. TRAFFIC CONTROL

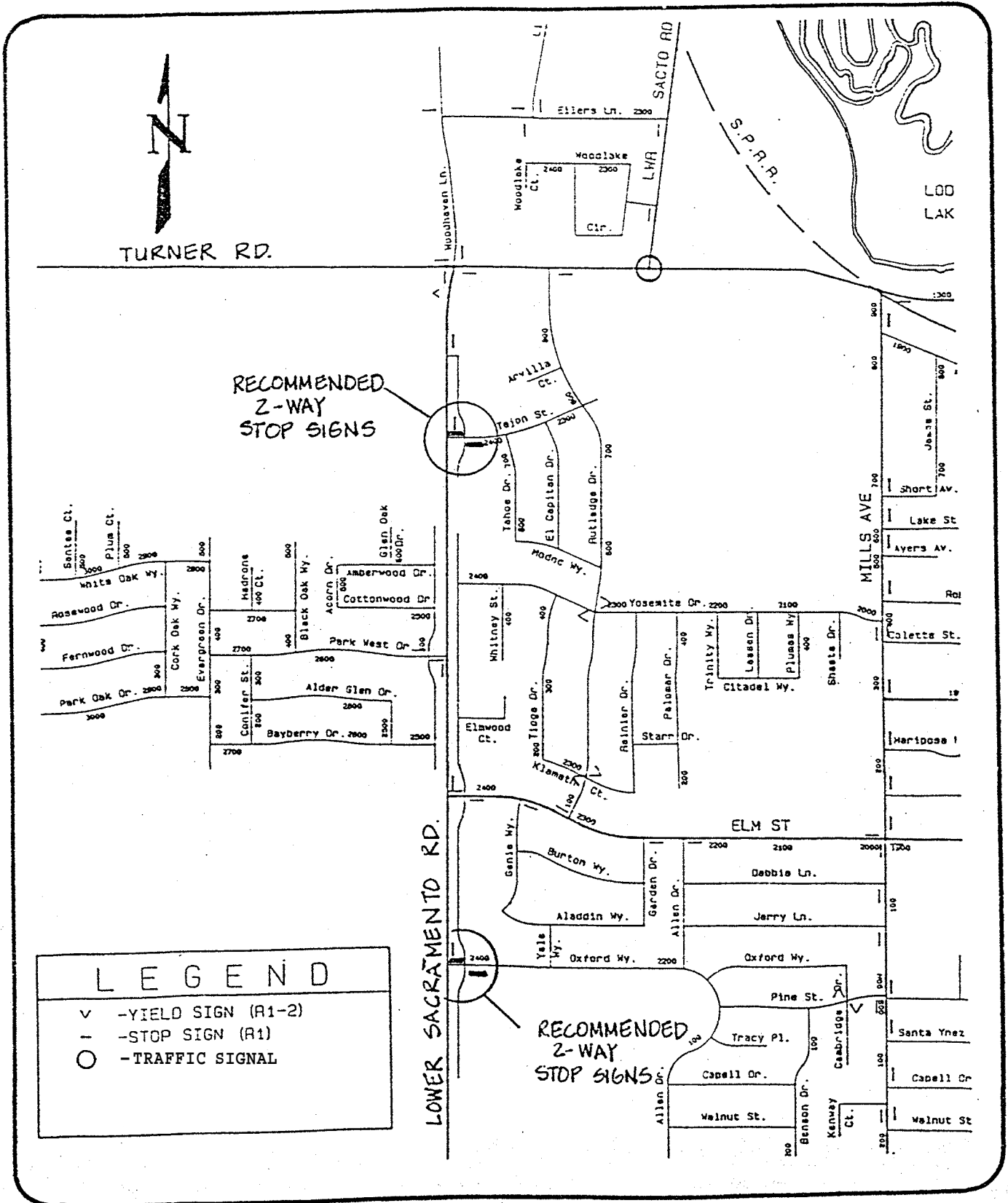




CITY OF LODI

PUBLIC WORKS DEPARTMENT

LOWER SACRAMENTO FRONTAGE ROAD TRAFFIC CONTROLS





CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council

FROM: City Manager

MEETING DATE: - April 20, 1988

AGENDA TITLE: Traffic Studies - Discussion and Appropriate Action
c) School Street at Vine Street, Before and After Study

RECOMMENDED ACTION: None. Information only.

BACKGROUND INFORMATION: In September 1987, City Council received a petition from a School Street neighborhood regarding speed problems on School Street near Vine Street. City Council directed staff to perform a traffic study on School Street. Staff's study included 24-hour vehicle counts, radar speed surveys, a four-way stop control study, and an accident review at School Street and Vine Street. The requested four-way stop at School Street and Vine Street did not meet the warrants. Staff's study concluded the primary solution to speed problems is enforcement and suggested the Police Department continue enforcement on School Street.

The City Council voted to install four-way stop signs at School Street and Vine Street. Staff indicated to the City Council that there were studies that showed installing stop signs may actually increase speed. At the request of the City Council, staff sent the Council the attached memo dated November 9, 1987 transmitting the studies and stop sign installation versus speed.

Under the November 9, 1987 memo, the Public Works Department shared with the Council that we would be performing a "before" and "after" speed study on School Street. Radar surveys were performed in October 1987, one day before four-way stop signs were installed. These results were compared with recent radar surveys. The Public Works Department recently performed a radar study on the same day of the week and in the same time frame as the work done last October. The 85th percentile speed increased by 1-2 mph after the installation of stop signs. The following table presents the radar speed results:

School Street

Direction	N/Vine Street		S/Vine Street	
	Before	After	Before	After
NB	32	33	33	35
SB	32	34	36	37

APPROVED:

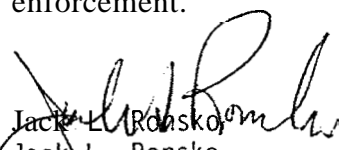

THOMAS A. PETERSON, City Manager

FILE NO.

City Council
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The traffic volumes on School Street have decreased. in September, the daily traffic volume on School Street north of Vine Street was 1,910 vehicles per day. A recent count of 1,690 vehicles per day was taken at the same location. Staff feels this could be due to seasonal variation or vehicles have re-routed to other streets due to the inconvenience of stop signs.

The Council should be aware that stop signs do not necessarily reduce-speed. If City Council desires to reduce speeds on School Street, consideration should be given to removing the School Street stop signs and increasing enforcement.



Jack L. Ronsko
Jack L. Ronsko
Public Works Director

JLR/PJF/ma

Attachments

cc: Street Superintendent
Police Chief
Richard Mullins

MEMORANDUM, City of Lodi, Public Works Department

TO: City Manager
City Council

FROM: Public Works Director

DATE: November 9, 1987

SUBJECT: Studies Related to Unwarranted Stop Sign Installations


At the request of the City Council at the October 21, 1987 meeting, we are providing the following attachments:

1. Automobile Club study showing that unneeded stop signs have a major affect on the traveling public in the area of wasted hours, dollars, gasoline, and safety.
2. City of El Monte study showing that stop signs have a questionable value as a speed control measure and that their unwarranted installation has a financial impact on the motoring public.
3. City of La Mirada study showing that vehicle speeds do not change after the installation of regulatory speed signs, nor after the installation of stop signs. Stop signs only slow traffic at the stop sign location and vehicles are back to normal speed within a few hundred feet from the stop sign. Stop signs ~~do not~~ reduce mid-block vehicle speeds. In fact, it was found that vehicle speeds actually increased slightly.
4. Article from Traffic Engineering magazine entitled "Stop Signs for Speed Control?". This study points out that the Manual on Uniform Traffic Control Devices for Streets and Highways clearly states that stop signs should not be installed for speed control. This study also shows that the difference in average speeds is not significant after installation of stop signs, but speeds do increase slightly. It also indicated that unwarranted stop signs installed for speed control are generally disregarded by approximately one-half of the motorists (i.e., making only a rolling stop).
5. Publication of the Western District Institute of Transportation Engineers entitled "Lee Street; A Twelve-Year Case History of Residential Street Traffic Management Problems". This study indicated that for unwarranted stop signs, only 14.5% of the drivers came to a complete stop. The study showed there is little effect on vehicle speed other than in the immediate vicinity of the stop sign controls. It also pointed out that the installation of stop signs had no effect on intersection accidents. The final action of the Lakewood, Colorado City Council was to remove all the unwarranted stop signs.

City Manager, et al.
November 9, 1987
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Prior to the installation of the stop signs at School and Vine Streets, I directed the Traffic Engineering personnel to do additional radar speed studies north and south of the new Stop sign installation. In three to four months, we will bring back to the City Council the School Street before and after traffic data results.

The Public Works staff feels that additional emphasis should be placed on effects on the motoring public when stop signs are installed. Unwarranted stop signs waste time and energy, cause air and noise pollution, and most importantly, encourage noncompliance. This increases the hazard to pedestrians, bicyclists, and the motoring public. In addition, it is felt that this noncompliance can be habit-forming and increase the City-wide safety problem rather than decrease it.



Jack L. Ronsko
Public Works Director

JLR/ma

Attachments

cc: City Attorney
Police Chief

bcc: Public Works Director
todi News Sentinel

RESOLUTION NO. 88-55

RESOLUTION APPROVING THE INSTALLATION OF A "STOP" SIGN
ON KIRKWOOD DRIVE AND TWO-WAY "STOP" SIGNS ON
LOWER SACRAMENTO FRONTAGE ROAD AT OXFORD WAY AND TEJON STREET

RESOLVED, that the City Council of the City of Lodi does hereby approve the installation of a "stop" sign on Kirkwood Drive at Ham Lane as shown on the attached Exhibit A, and the installation of two-way "stop" signs on Lower Sacramento Frontage Roads at Oxford Way and Tejon Street as shown on the attached Exhibit B.

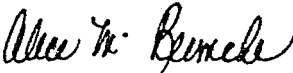
Dated : April 20, 1988

I hereby certify that Resolution No. 88-55
was passed and adopted by the City Council
of the City of Lodi in a regular meeting
held April 20, 1988, by the following vote:

Ayes: Councilmembers - Hinchman, Olson, Pinkerton, Reid, and Snider

Noes: Councilmembers - None

Absent: None

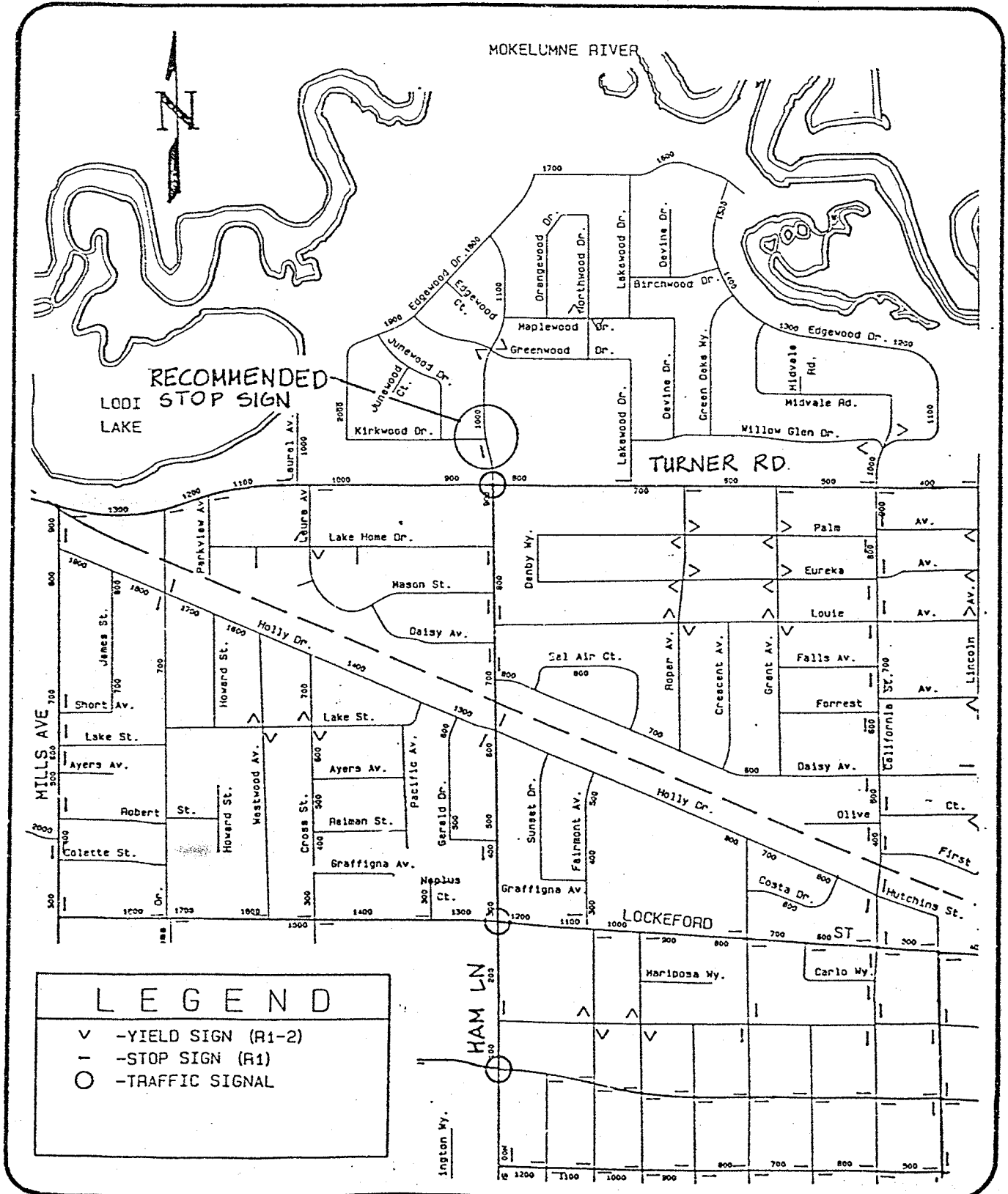

ALICE M. REIMCHE
City Clerk



CITY OF LODI

PUBLIC WORKS DEPARTMENT

HAM LN AND KIRKWOOD DR. TRAFFIC CONTROL

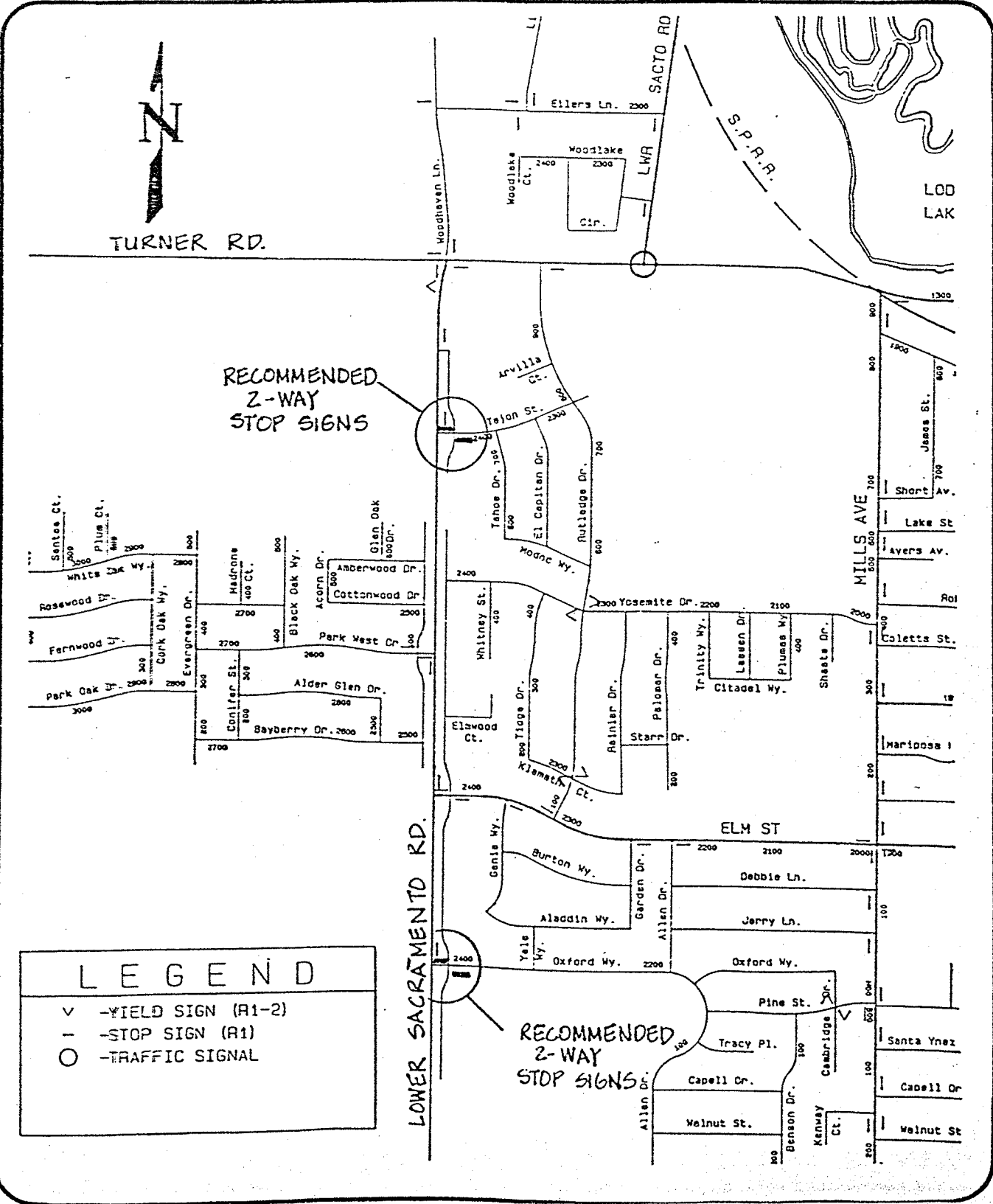




CITY OF LODI

PUBLIC WORKS DEPARTMENT

LOWER SACRAMENTO
FRONTAGE ROAD
TRAFFIC CONTROLS



RESOLUTION NO. 88-56

RESOLUTION AMENDING RESOLUTION NO. 87-163
ENTITLED "TRAFFIC RESOLUTION"

RESOLVED, that the City Council of the City of Lodi does hereby approve the following amendments to Resolution No. 87-163:

That Section 2-C-2, entitled "Tim-Way and One-Way Stop intersections", be revised by adding the following:

"Kirkwood Drive stops at ~~Ham~~ Lane
Lower Sacramento Frontage Road stops at Oxford Way
Lower Sacramento Frontage Road stops at Tejon Street".

Dated : April 20, 1988

I hereby certify that Resolution No. 88-56
was passed and adopted **by** the City Council
of the City of Lodi in a regular meeting
held **April** 20, 1988, **by** the following vote:

Ayes: Councilmembers - Hinchman, Olson, Pinkerton, Reid, and Snider

Noes: Councilmembers - None

Absent: None


ALICE M. REIMCHE
City Clerk